

three bays of the south aisle, are all that remain of the abbey, besides parts of the domestic buildings, namely, two towers, 60 and 70 feet high respectively, and some plain vaults. Of the church, the tower at the intersection, and south transept, were first erected; then the south aisle, and probably the nave and north aisle, now entirely destroyed, and lastly the chancel; and although all of the decorated period, the progression of style is very observable.

The Abbey was originally a convent of Benedictine nuns, founded in the twelfth century; but towards the close of the fourteenth, Archibald the Grim, Earl of Douglas, established in their place a provost and twelve beadsmen. This nobleman died in 1400, and the erection of the present building may be ascribed to the period of the change of occupation.

In the chancel are a piscina, three sedilia, Easter sepulchre, and sacristy door, all of beautiful design and execution, but mutilated; in the transept, a small plain piscina, and a bracket by the side of a window on the east wall, probably for a crucifix. The Easter sepulchre is also the tomb of the Lady Margaret, Countess of Douglas, a daughter of Robert III.

W. R. CORSON.

\* \* An examination of the manner in which this window is geometrically constructed (by means of the key given by our correspondent), will be found interesting and useful.

#### NOTES IN THE PROVINCES.

A REPLY—TAUGHT and amateur sculptor at Romsey, Mr. Francis Taylor, surgeon, has prepared, and by permission erected, in the Abbey church there, a memorial in form of a tomb, of Caen stone, which is said to be attracting some attention. The interest of it seems to be centered in the form of a dying child, on its little pallet;—a portrait it is said,—with the stalk of a moss rose snapped in its fingers, and the simple motto, "Is it well with the child?—it is well."—The rudiment of a fund for the establishment of a "model-parish" has been collected at Birmingham, to the extent of 1,700*l*. A total abstinence from the use of intoxicating liquors, [and an effectual prevention to the substitution of laudanum or other narcotics?] is to be an essential principle in carrying out the scheme. As the funds augment, it is proposed to proceed to the erection of a church, a parsonage, a college, and schools, all on a site selected near some railway station, or in some new district, where a fresh population is springing up, or where a church and schools at least are required; the district to be secured to trustees, of whom the Rev. Mr. Marsh, of Leamington, is one, for carrying out the objects of the institution.—"The 'ironmen of Birmingham,' as they were wont to be called, have signalled themselves, says the *Iris*, by an act of noble liberality perhaps without parallel. At a meeting of the board of Queen's Hospital, the committee of the 'Artizans' Penny Subscription Movement,' originated entirely by working men, have presented the magnificent sum of 924*l*. 18*s*. 9*d*. as a new-year's offering towards the funds of the hospital! At the same board the medical and surgical officers paid over the sum of 342*l*. fees from pupils.—Two untenanted houses in New Bird-street, Liverpool, have just committed suicide on the eve of execution, having fallen of their own accord, about two days previous to the time appointed by the surveyor for their demolition, thus saving trouble and expense, besides avoiding, with something like dignity, the ignominious doom designed for them. It is remarkable how seldom fatal accidents happen on such occasions.—The Liverpool council, in recently discussing the propriety of increasing their surveyor's salary from 700*l*. to 1,000*l*. a year,—respecting which it does not clearly appear from the report to what conclusion they arrived, if any,—elected Mr. Weightman to that office.—A correspondent of the *Albion*, writing on Saturday week, states that the Art-Union subscription list, to be closed on the following Monday, only exhibited an amount of 200 tickets sold, and earnestly trusted that he might not find it "stated in the papers that Liverpool could only raise 200*l*. for a local Art-

Union."—The church at Saxby, Trentside, nearly the whole of which was lately pulled down, is now in course of rapid re-edification.—The Earl of Zetland is shortly to lay the foundation-stone of the Sunderland Docks.—A sanitary association has been set on foot at North Shields, which according to the *Gateshead Observer*, has great need of sanitary reform, although very favourably situated for a system of efficient drainage.—Jedburgh Abbey is undergoing the process of restoration, at the cost of the Lothian family, and not of the Commissioners of Woods and Forests, as has been erroneously stated in some of the newspapers.—The town council of Hawick, instead of forming a race course, have agreed to expend their surplus funds in improving the town lands, and in supplying the inhabitants of the town with water at three pence per pound on the rent.—The National Bank buildings in Queen-street, Glasgow, are advancing towards completion. The elevation is of two orders of architecture, divided by a massive cornice extending round the whole of the building, and protected from the street by a balustrade. The lower division is of the Roman Ionic order, the upper of the Corinthian, and pilasters of a suitable character are inserted in the spaces between the windows. The main entrance is supported on either side by two light pillars; the semi-circular space above the doorway is sculptured in relief; and the building is surmounted by a large piece of sculpture. The ceiling of the large central apartment, to be used as the telling-room, is decorated, and the curve of the cupola is being filled with stained glass. The architects are Messrs. Gibson and McDougal; sculptor, Mr. Thomas; inspector, Mr. Newlands.

#### RAILWAY JOTTINGS.

A PRACTICAL question of some importance to contractors was recently brought before a provincial bench of magistrates. Mr. Thomas Nicholson, contractor for the Standedge tunnel on the Huddersfield and Manchester line, was summoned by a miner for arrears of wages, on the ground that he had got only a general notice of reduction in the amount of his wages, according to the usual practice, without intimation of the precise amount of the reduction to be made. In support of his claim, Mr. Roberts, of Manchester, known as the miners' Attorney-General, argued that the law as to use and wont, or custom in general, supported only such customs as did not involve an uncertainty, whereas a mere general notice of intention to reduce the amount of wages did involve an uncertainty, and ought not to be held good in law, otherwise an employer might reduce wages for a number of weeks, as in the present instance, to any amount, without such intimation as would afford the workman an opportunity of resisting an unreasonable reduction. The question, however, may be said to have only been thus far started, as the demand, in the present instance, included the arrears of several pay-days; and it was decided that the acceptance of the reduced wages, and the continuance of the workman in his employment notwithstanding, afforded a complete homologation of the amount of the reduction itself. But since the above was written, another decision has come under our notice, in a case recorded in the *North British Mail*, in which Messrs. Stephenson and Co., as contractors on the Caledonian Railway, were called upon for payment of arrears alleged to be due to a number of the labourers in their employment, under circumstances somewhat similar to those above referred to, and probably involving "a review of the whole payments of the 20,000 labourers employed" on the line in question, from the commencement to the termination of the works. The sheriff, nevertheless, decided in favour of the plaintiffs, remarking that he thought the acceptance of the sum paid to the men did not foreclose them from endeavouring to obtain the full amount which they considered due; especially as it appeared that they had immediately afterwards challenged the sums which they had received.—In another case recently argued the magistrates were inclined to decide against a contractor for wages already paid in 'tommy' tickets, on the ground that truckery was not 'the current

coin of the realm.' On a point of law however as to the stone excavated being applied or not applied to beneficial purposes, the plaintiff was consulted.—A model and description of a malleable iron chair was lately submitted to the Scottish Society of Arts by Mr. Robb, of Haddington, the advantages of which he stated to be, greater strength, and thus additional security in passing sharp curves, better fitting with the rails from being cut true to pattern, and superior fitting of keys with less rigidity. Mr. Robb thinks they could be made cheaper than cast-iron chairs, and stronger, though one-half lighter, saving a cost of carriage of 50 per cent.—A bridge on the branch line from Rawtenstall to Bacup having been damaged lately by floods, gave way and fell while four men were engaged below in repairing it, burying them in the ruins, killing two of them and severely injuring the others.

—The really most urgent necessity for some such liberty of range of movement for the guards along a train in transit as we have suggested, not only for immediate and personal communication with the passengers, but with the engine-driver and stoker, was lately displayed in circumstances wherein no mere apparatus of communication between guard and driver, however excellent and effectual, would have been of any avail: we allude to those circumstances under which a train was lately found to be flying along on a wrong line of rail at a fearful rate of speed, while the engine-driver and the stoker both lay in a state of drunken insensibility on the engine! Had the guard not been possessed of sufficient courage and steadiness of head to scramble along the top of the carriages, or had his brains been dashed out on the keystone of some bridge, as has often happened, it is fearful to contemplate the results not only to the train itself, but to another on the eve of meeting it midway in its reckless flight, and all for want of a slight alteration of the foot-boards along one side of the train, which would thus be subservient to so many purposes, and obviate at once all need for other or less practical or more expensive modes of conveying intelligence either between guards and drivers, or between passengers and guards.—The citizens of Edinburgh were lately congratulating themselves on the removal of the Theatre Royal, with its dead wall facing the north bridge, and the erection in its place of one of the official palaces of the 'Railway Princes,' but their satisfaction has been materially diminished by the announcement that one dead wall is merely to be substituted in the place of another, only still closer to the bridge, which, moreover, it is proposed to disfigure by an unsymmetrical superstructure, 'likened to a hurdle, or to one panner on a donkey's back,' along one side of it, for the increased accommodation necessary from the establishment of a station at its northern extremity. "It is not likely," as the *Register* remarks, "that the citizens will consent to such ugliness in the centre of Edinburgh. A refined community must be jealous of the beauties committed to their keeping, and suffer them to be deformed on no commercial account whatever. Architectural elegance as much subserves utility—as utilizable—as convenience or material gain. The Council will be bound to resist the project to the uttermost—the *sine quid non* of any compromise being the widening of the bridge gracefully on both sides, and the erection of buildings corresponding with those on the opposite side. Should the Company consider this hard upon them, probably the city will not grudge contributing to the surplus expense."

—In 1839 the price of locomotives in France was 300 francs the 2 cwt.; the price in 1847 is 225 francs. In 1839 the French workshops produced only twenty to twenty-five locomotives per annum; in 1847 the railways can obtain 300 to 400 locomotives from the workshops of Paris, Rouen, Creuzot, Mulhausen, and Arras.

MODEL OF THE TABERNACLE.—A singularly elaborate model of the Tabernacle, and another of the Encampment of the Israelites, made by the Rev. R. W. Hartshorn, are now being exhibited at the Gallery of the New Water Colour Society, in Pall Mall. It includes the whole of the sacred paraphernalia, and is an extraordinary example of patient skill and biblical research.